

No. 16,922.

號一廿月八年五十百九千壹第

HONGKONG, TUESDAY, AUGUST 31 1915

卯乙亥歲年四國民華中

PRICE, \$8.00 Per Month.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
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W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.

"SURE OF A DRAW."

What the German People Think.

"The great mass of the enemy is now confident of a draw."
This is a psychological factor, says Mr. Hilaire Belloc in "Land and Water," which will sooner or later react upon the enemy's strategy. But, adds Mr. Belloc, the enemy military expert "knows that with the Grand Alliance unbroken, the purely military result of the campaign cannot be a draw."

"There is not the slightest doubt that if we could hear the private conversation of the higher commanders of the enemy we should discover a frank admission that, short of a real decision before the winter and granted the tenacity of the Allies, defeat is ultimately inevitable for them. . . . But the political effort of Prussia at this moment is the measure of her reliance upon the weariness or disunion of the Allies."

"The enemy's wastage proceeds at about five or six times the rate which can be repaired by recruitment. Meanwhile the Allied forces suffer from a wastage less than the amount which can ultimately be repaired by recruitment—e.g., Russia has actually ready and trained, though not yet equipped, more men behind her fighting line than all the men she has lost."

ARMY AND EQUIPMENT.
Great Britain has actually ready and trained in the West, though not yet fully equipped, more men than have been lost in every fashion to all the Western Allied forces during the whole war between Switzerland and the sea. Further, Great Britain and Russia have behind them again further fields of recruitment. The enemy has none.

"What about equipment and munitions? The enemy has full equipment for his diminishing numbers. Within a certain calculable limit of time known to the higher command of the Allies, all this immense untouched reserve, East and West, will be fully equipped, with every passing week a larger and a larger proportion receive their equipment; the plant for increasing the output is itself rapidly growing, and the neutral supplies of the world are open to the Allies as well."

"It is the same with munitions. Had we stopped cotton going into Germany, the war would already have been over."

The possibilities of trade between Western Australia and the Dutch East Indies were recently discussed at a meeting of the Perth Chamber of Commerce. It was pointed out that absolute Free Trade prevailed in the East Indies, and argued that Australian manufacturers would always compete under more favourable conditions than their European and American rivals. Australian flour had already completely ousted the American article from the market there, while Holland was being successfully competed against in butter, jams, canned fruits, &c. Western Australia was in the best position of all the Australian States to reap the full advantages of the Java market, and there were good openings in biscuits, wines, saddlery, and harness. The Chamber carried a resolution urging the appointment of a commercial representative at Java and the Dutch East Indies.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life-giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

BUSINESS NOTICES.

For Sale \$4,400
63 FOOT STEAM LAUNCH.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.

G. R. NOTICE.
ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

THE HONGKONG ROPE MANUFACTURING CO., LTD.
FACTORY, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for the six months ending 30th June, 1915 will be payable on MONDAY, the 6th September, 1915, on which date Dividend Warrants may be obtained at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY the 3rd September, to MONDAY 6th September, 1915, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, August 30, 1915.

DOUGLAS STEAMSHIP COMPANY LIMITED.
THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on FRIDAY the 17th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1915.

The TRANSFER BOOKS will be CLOSED from the 3rd to the 17th of September, both days inclusive.

DOUGLAS LARSEN & Co., General Managers.
Hongkong, August 28, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadore order representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Managers.

SIEN TING.
Surgeon Dentist.
No. 14, D'ARQUER STREET.

TERMS VERY MODERATE.
Consultation

LEE YEE'S
HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfume,
By
EXPERIENCED HAND
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
12, D'ARQUER STREET.
Hongkong, July 5, 1915.

CHEN KWONG & Co., Ltd.
GENERAL IMPORT & EXPORT.
CANTON
LARGE WHOLESALE & RETAIL STORE.
FURNITURE, Draperies, Groceries,
Boat and Shoes.
Makers of Jewellery, Lacqueres,
Crockery Ware.
Iron-mongers, Wine and Spirits.
Foreign Clothes for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET
CANTON and
Nos. 237, 239, Des Voeux Road
and No. 130, Connaught Road Central.
Tel. No. 811. Hongkong.

WHO'S WHO IN JAPAN
EDITED AND PUBLISHED BY S. KURITA.

The first (1913) edition is already named. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in this book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says: "Yet another 'Who's Who' and this time from Japan! The reader is up at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But 'Who's Who in Japan' is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kurita is a skilful editor and has done his work well."

Who's Who in Japan Publishing Office,
No. 6, Ichibu, Chikumaicho,
Kojimachi, Tokyo.

PATELL & CO.
Exporters & Importers
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Commission Agents
HONGKONG, CANTON,
SHANGHAI AND
HANKOW.

BUSINESS NOTICES.

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TAIKOO DOCKYARD HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE, MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 73' x 85' x 34'8"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—
JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN AGENTS.
Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

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and
GRILL ROOM
J. H. TAGHART, MANAGER.

PEAK HOTEL
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms:—From \$5 per day and up.

Telegraph Add: "Peak Hotel." P. O. PEUTER, Manager.

GRAND HOTEL
A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply to the Manager.

TELEPHONE 197
TELEGRAPHIC ADDRESS "COMFORT"

KING EDWARD HOTEL
Central Location.

A LUXURIOUS TRAM, PIER, ENTRANCE, Electric Lifts, Fans and Lightings, European Bathing and Sanitary Facilities, Hot and Cold Water System throughout.

Best of Food and Service

TELEPHONE 373
TELEGRAPHIC ADDRESS "VICTORIA." FRANK L. COOTE, Manager.

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Works Importers. General Storekeepers and Shipbuilders. Nos. 35 and 37, Hing Loon Street, (East Street), west of Central Market, Telephone No. 515.

Hongkong, September 1, 1915.

If you happen to be late your sale will be postponed and promptly turned out the same. Only at the ALEXANDRA CAFE.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement

In Casks of 375 lbs. net

In Bags of 850 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15"	CABLE LAD 5" to 15"	4 STRAND 3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1911.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

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THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 458, Whippard, Sham Shui Po, Kowloon, Hongkong. Telephone No. K 9.

Estimates furnished on application.

WONG FING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

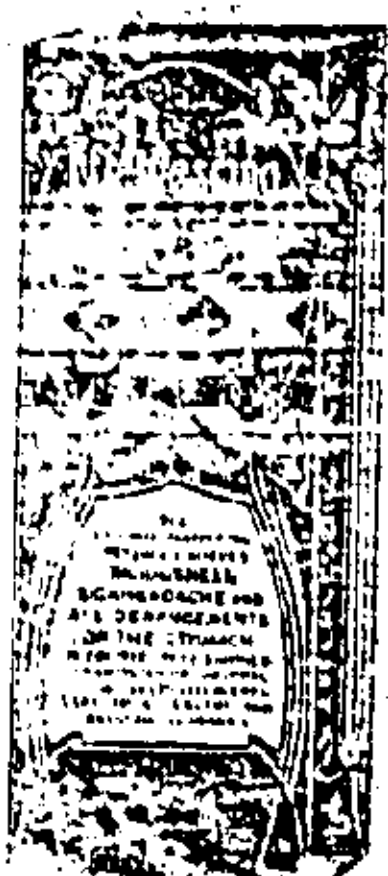
In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 15, 1910.

FOR THE MORNING AFTER THE NIGHT BEFORE TAKE WATSON'S



SOLD ONLY BY
A. S. WATSON & Co., Ltd.
HONGKONG AND CHINA.

WM. POWELL, LTD.

TEL. 346.

TURKISH AND HUCKABACK TOWELS

FOR BATHING AND HOUSEHOLD USE.

WM. POWELL, LTD.

THE DIARY.

MEMO. FOR TO-MORROW.

Entries close for Gymkhana on Sept. 11th.

General Memoranda.

FRIDAY, Sept. 3.—

2.30 p.m.—Auction of Teakwood and

Blackwood Furniture at Messrs.

Hughes and Hough.

MONDAY, Sept. 6.—

Labour Day in U.S.A.

TUESDAY, Sept. 11.—

2.30 p.m.—Football Match at Race Course, Happy Valley.

DEATH.

THOMSON.—On June 17, killed in action in France, Pte. James G. Thomson, 1st Gordon Highlanders, and one of the Shanghai Contingent; youngest son of David and Isabella Thomson, Dundee, and late of Dumbarton.



HONGKONG, TUESDAY, AUGUST 31, 1915.

MINES, SHELLS AND HIGH EXPLOSIVES.

PROFESSOR Vivian B. Lewes, in the course of his second lecture on Munitions, which was delivered recently before the Royal Society of Arts, had much to say on the subject of mines, shells and explosives and munitions generally—the all-important topic of the day. Professor Lewes, after briefly recapitulating the substance of his first lecture—reference to which has already been made in this column—said that in their navies Austria and Germany used a powder which was akin to our own, being a nitro-glycerine powder. In this war the most serious mistake which had been made was to omit to place from the very beginning absolute embargo upon cotton, for cotton was an absolute necessity in the manufacture of every propellant. If this had been done Germany would now be in a bad position indeed. She had stored cotton before the war, and it was a significant fact that the imports of cotton into Holland, Sweden, and other neutral countries had since the war broke out reached six times the figures of the corresponding months of last year. He trusted that diplomatic methods would be found to stop cotton from entering into Germany—a suggestion which has since been taken by the Government. Professor Lewes then explained by means of drawings the difference between a high explosive shell and a shrapnel, the latter being filled with spherical balls which, on the shrapnel bursts, are distributed over a depth of 300 yards. There was no shortage of shrapnel with our Army, but there was a shortage of high explosive shells, for reasons which had occurred only in the present conflict—namely, extensive trench warfare. The effect of high explosive shells was tremendous, owing to the impact set up in the air. He also explained the difference in the work done against an armour plate by a capped and a uncapped armour-piercing projectile, and showed four specimens of grenades for firing from an ordinary rifle and for hand-firing. In regard to explosives generally, he explained the necessity of adding to the substance used one containing oxygen in a compressed form. Chlorate of potash, for example, yielded 600 cub. in. of oxygen per cub. in., and he showed by an experiment the violence it gave to the combustion of powdered sugar. Potassium nitrate was a substance having a similar effect; it entered in the composition of the older gun-powder to the extent of 75 per cent.

Professor Lewes then gave a few actual illustrations showing the comparative slowness of combustion of powders in the open and added that in a gun the charge being fired by a primer, detonation occurred at a velocity which might be stated to be 200 miles per minute. The high explosives used for charging the shells were obtained from coal-tar derivatives. Coal-tar distilled up to about 150 deg. gave out aromatic substances; at a further distillation up to a temperature of about 200 deg., carbolic acid was obtained, and this, under the action of nitric acid, yielded picric acid. In about 1833 Sprengel read a paper before the Chemical Society dealing with the explosion of picric acid. In 1833 Turpin took out a patent for using this in the filling of shells, and introduced the explosive called melinite. Abel and Dewar had dealt also with picric powders; experiments were made in England at Lydd, and our powder received the name of lyddite. On occasions, in South Africa notably, this had proved somewhat disappointing, owing to an insufficiently powerful detonator having been used for fear of premature explosions. Later, the Japanese used a similar powder, but they also used with it a strong detonator; their powder did very effective work in their last war, but they had to register also some serious cases of premature explosions. Germany had been watching and experimenting all the time, and they hit upon trinitrotoluol. Toluol was obtained from tar oils, it was an aromatic hydrocarbon; the yield of toluol depended upon the temperature at which the carbonisation of the coal took place; when the coal was distilled at high temperatures, the yield of toluol fell. Toluol, when nitrified, was a crystal which had the appearance of brown sugar; specimens of this and of trinitrotoluol pressed in the shape of small hard cylinders were shown. This was, the lecturer said, a beautiful explosive, very inert, difficult to light, and which burned with a smoky flame. When detonated, it yielded a vast amount of black smoke, due to the low oxygen content of the compound. Ammonium was trinitrotoluol mixed with a further proportion of nitrates; it was stronger than trinitrotoluol itself. Benzene could be nitrated, and was the basis of nitrobenzene and bellite; it could also be made to yield aniline, and this could be converted into a further compound, which would yield the greatest explosive hitherto made. Professor Lewes touched upon poison gases, and added that these would form the subject of his next lecture.

EUROPEAN ACCIDENTALLY KILLED.

Killed through falling 30 feet on to the roadway from the verandah of the joss house at Quarry Bay, the body of Arthur W. Linsley, of the Takoo Sugar Refinery, has been sent to the Public Mortuary. It appears that deceased was standing on the verandah of the joss house, where he was pulling some sails out with a claw-hammer. One of the nails broke, and deceased lost his balance and fell.

ST. JOHN AMBULANCE ASSOCIATION.

Mr. E. R. Ralphe, Hon. Secretary of the Local Centre of the St. John Ambulance Association, begs to acknowledge receipt of subscriptions as below, to the Association's "War Fund for the Wounded":

Messrs. Penreath & Co., Ltd. 31/0/00
The Hon. Mr. Pollock, K.C. 50/00
Chau Sai-ming, Esq. 50/00
Messrs. Linstead & Davis 50/00

CHARGE AGAINST A CHIEF OFFICER.

L. McLaren, Chief Officer of the S.S. Madawaska, was summoned to appear at the Marine Court to-day before Commander Beckwith on the charge of a MacLean, master of the ship, for unlawfully and wilfully disobeying the lawful orders of the master on board the Madawaska in the harbour on August 28th.

The police were not able to serve the summons, and the case was not taken.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Charge of water, diet, and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may even be suffering and incontinent. If you have it handy. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. Justice Hazeland leaves to-day for Japan to spend the vacation.

Mr. Justice Gompertz returned to the Colony yesterday from England.

The departure of the Pacific Mail Co.'s steamer China for San Francisco, via ports, has been postponed until noon to-morrow.

While asleep on the s.s. Charles Hardouin, a cooie says that he was robbed of a silver watch and chain with a sovereign attached, and \$93 in cash.

The Hongkong Rope Manufacturing Co. Ltd. yesterday announced an interim dividend of one dollar per share for the six months ended June 30th.

Part of a house collapsed in Fiu Ya Lane, Sham Sui Po, yesterday and a cooie who was injured by the falling debris has been sent to hospital.

Pte. J. G. Thomson, of the 1st Gordon Highlanders, has been killed in action. The deceased was formerly an engineer in the C.N. Co. at Shanghai and afterwards in the China Merchants.

Two sons of Mr. S. T. Kong have been captured by brigands, says Reuters's Canton correspondent. Mr. Kong is an American subject, a mining engineer and a graduate of American universities.

Messrs. H. L. Anderson and W. L. Patterson, both residing at the Peak, were summoned at the Police Court this morning for allowing their dogs to be at large without muzzles, and were fined \$5 each.

Col. Arthur Bates, auditor general of the Salvation Army, has arrived in Yokohama on his way home, via Korea, China and Java. He will stay in Japan about three months. He left England early in March this year and has been in Canada.

The Great Northern liner Minnesota, which recently arrived at Seattle with the largest cargo that ever crossed the Pacific Ocean, will take on her outward voyage across the Pacific 10,000 tons of steel rails for double-tracking portions of the Siberian Railroad.

The Police this morning received telephonic communication that a murder had been committed in the San Kung village. The report was made to the Police by a shopkeeper of 28, Wong Koo King, who discovered that his wife had been stabbed to death.

Stumbling badly outside the Peak Tramway Station when bringing Mrs. Gibson down Garden Road, Dr. Gibson's ricksha cooie has been sent to the Government Civil Hospital with a broken leg and a lacerated ear. Mrs. Gibson fortunately escaped any injury, with the exception of a severe slaking.

The Bishop of Victoria will conduct special services for Church workers in the Peak Church to-morrow previous to the Church Missionary conference. There will be morning prayer at 10.30 with first address; special Library with second address at 11.15; and a celebration of the Holy Communion with third address at 11.45. In the afternoon a meeting will be held at the "Byrie" when reports will be given of the work at the different mission stations.

A faint idea of the individual items called for by the Army can be gathered from the estimate made by one of the United States papers that European orders have already been placed in the States for 25,000,000 shells, involving the consumption of 110,000,000 lbs. of copper, 46,756,000 lbs. of zinc, 173,000,000 lbs. of lead, and 24,700,000 lbs. of antimony. An Ohio factory, too, recently received an order for \$600,000 worth of solid rubber tyres on behalf of one of the Allied Governments, this being but half of the order, with the promise of more to come.

A STRANGE STORY.

Charged at the Magistracy this morning with assaulting a Chinese boy in the employ of the Secretary of the Kowloon District, William Egan, a 40-year-old man, pleaded not guilty, alleging an alibi. Complainant said that while he was standing under the verandah outside Messrs. Wiggins' Shop in Nathan Road defendant struck him on the nose, making him bleed and discolouring his eye. There were four other people under the verandah at the time and there had been "some work."

Defendant said that complainant committed a nuisance in the gutter and one of the persons under the verandah struck him and that he (defendant) chased him. When he saw that the man had stopped, he went on, and the darkness he was in, he did not know who he was striking. When he was taken by the police, he did not resist because he might then have been charged with committing the assault. Whenever there had been trouble in the road he had always gone out to render any assistance he could, and last week he helped to arrest a man who had been beating a woman. The man was taken to the police station, and the woman was taken to the hospital. The man was charged with assaulting the woman, and the woman was charged with assaulting the man. The man was charged with assaulting the woman, and the woman was charged with assaulting the man.

PHYSICIANS' PRESCRIPTION.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the only remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It is bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

SOCIAL AND PERSONAL.

Sir James Murray, editor of the "New English Dictionary," died at his residence in Oxford, from the effects of pleurisy. In spite of failing health he was working to the last, and only a week or two ago produced an instalment of the 10th and last volume of the great Dictionary, bringing it to the phrase "turn-down." Sir James had six sons and five daughters. One son, Mr. O. A. R. Murray, C.B., has been Assistant Secretary at the Admiralty since 1911. The youngest, Mr. Jowett Murray, returned home recently, temporarily invalided, from China, where he is a missionary.

The death is announced from Halifax, Nova Scotia, of Sir Sanford Fleming, the well-known Canadian engineer. He was a son of Andrew C. Fleming, of Kirkcaldy, Scotland, where he was born in 1827. When he was 13 years of age he went to Canada, where he long had an extensive practice as an engineer of railways and public works. He was engineer-in-chief of Canadian Government Railways from 1863 to 1880, and subsequently was connected with the Canadian Pacific Railway. In 1879 Fleming also began his prolonged and finally successful advocacy of a cable across the Pacific. To his tenacity the Empire owes the fact that it now has a two-fold cable connection with the East, to say nothing of the reduction of rates that was brought about.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

GENERAL.
The funeral of the late Gunner A. Walsley, No. 2 Section Artillery Battery, will pass the Monument at 5 p.m. to-day.

DRESS.—Church Parade order (no helmet badges). Officers and Warrant Officers wear a crepe band on the left arm. Officers will wear swords.

JOINED.
Sapper W. Thom joined the Corps on 31st inst., and was posted to Engineer Company.

LEAVE.
2nd Corp. J. S. Chapman is granted leave of absence from 10.15 to 1.15.

PARADES.
Parades for Wednesday, 1st September, at 5.30 p.m.

Right Section M.G. Co.—Company, drill and skirmishing on Cricket Ground. Signalling Section—Squad drill and skirmishing at Headquarters.

DETAILS.
Gun Club Bill, Kowloon.—On duty until morning of 7th Sept. No. 1 Sec. Artillery Battery and Left Sec. M.G. Co. Officers, on duty: Capt. Armstrong.

Detention Camp, Kowloon.—On duty to-night: Scouts Company. On duty to-morrow night: Scouts Company. Officer on duty: Lieut. Murphy.

On duty 2nd Sept.: Scouts Company. Officer on duty: Capt. Stewart.

Orderly Officer until 7th Sept. Lieut. Kennet.

Orderly Sergeant until 7th Sept.: Sergt. Bullock.

NOTICES.
The Junior Petty Officers, Non-Commissioned Officers and men of H.M.S. "Tamar" and Tenders invite the Officers, Non-Commissioned Officers and men of the Corps and Reserves to a Smoking Concert to be held at the R.N. Canteen on Friday, 3rd September, commencing at 8 p.m.

NOTICE.
The Mr. Austin Men's Society has arranged to hold a short entertainment on Wednesday evening of this week, Sept. 21st, in the Recreation Hall, M.A. Austin Barracks, at 7.45 p.m. The entertainment is open to all.

HONGKONG POLICE RESERVE.

PARADES.
Tuesday to Thursday, August 31st to September 2nd, as detailed in Orders of 30th 31st instant.

PATROLS.
Tuesday to Thursday, August 31st to September 2nd, as already detailed in Orders.

FRIDAY, SEPTEMBER 3rd.
5.30 p.m. Chief Inspector Mason, Sergeants Lammer, Silva, Nett, and A. E. Alver, Also Porter and Wright to patrol with Inspector Widen.

5.40 p.m. Men wanted for Patrol are reminded that they must obtain a copy of the "Duty Reminders."

POLICE RESERVE ALIAS.
The Hon. C.S.P. has sanctioned the following appointments to the Band:—

A. J. M. Rodriguez to be Bandmaster. A. J. M. Rodriguez to be Sergeant. Unless otherwise ordered, Band practices will take place every Thursday and Friday at 6 p.m. sharp.

Band Recruits will parade for Squad Drill under Crown Sergeant C. M. S. Alver on Thursday, September 2nd, at 5 p.m. (Sgt.) F. O. Jenkins.

D. S. P. (Reserve).

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS' PRESCRIPTION. CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the only remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It is bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

THE KING.

VISIT TO INDUSTRIAL TOWNS.

The King motored from Windsor Castle yesterday morning (July 21) to the Great Western Station and left for a tour of inspection of industrial centres. His Majesty wore khaki uniform, and was attended by Lieut.-Col. Oliver Wigram, Major-General Sir Percy Girouard was also in the suite. Travelling by the London and North-Western Royal train the King dined at several local factories. As the Royal motor-car left the station a large crowd, which had been waiting in the pouring rain for over an hour, sang a verse of the National Anthem. In turn the Coventry Ordnance Works and other establishments were visited, at one of which an exhibition aeroplane flight was given in the pouring rain on a Coventry-made machine.

From Coventry the King proceeded to Birmingham and was received at New Street Station by the Lord Mayor (Alderman W. H. Downer), the town clerk (Mr. E. V. Hiley), and Mr. F. Dudley Docker, chairman of the Birmingham and District Munitions Committee. Entering a motor-car, his Majesty and the suite were driven to the Southern General Hospital at Edgbaston, the route taken, indirect and being precisely the same as that followed by the late King Edward when he opened the university, now the Southern General Hospital, in 1909. There are at present 781 patients in the hospital, including ten officers. At the entrance hall, the King was received by Colonel Marsh, who is in command, and the following members of the staff were presented to his Majesty: Major J. E. H. Sawyer, Major S. G. Webb, Lieutenant and Quartermaster Benson, the Bishop of Birmingham (Chaplain), the principal matron (Miss Wexon), Matron Miss Clarke, Assistant Matron Miss Carlisle, and Lieutenant B. C. Bradford. His Majesty was especially interested in the status of his life, and he was interested in the stability of the spacious entrance for hospital purposes.

In the officers' ward his Majesty shook hands with each officer, inquired as to his injuries, and where they were received, and said a few kind words to each patient. He was then conducted round the wards in which the disabled men are lying, and spoke to most of the worst cases, expressing the hope that they would make a speedy recovery. His Majesty appeared to be specially interested in the Colonial cases, and dwelt on the services of the Dominions to the Empire.

The King conferred the D.S.O. upon Captain Roe, of the Gurkhas, who is staying in the district, and was summoned to the hospital.

On leaving the institution his Majesty signed his name on the first page of a new visitors' book. Having spent Thursday night at Shropshire Court, the residence of Sir Richard Bingham, M.P., the King again visited Birmingham yesterday (July 23). His Majesty was attended as on the previous day by Lord Stanthorpe, Colonel Oliver Wigram, Sir Charles Cusk, Sir Percy Girouard, and Captain Browning. Several factories engaged in the manufacture of munitions were visited. Crowds turned out in the city and cheered his Majesty as he passed through the streets.

Lunch was served at the works of the Metropolitan Carriage and Wagon Company at Salley. Here the Lord Mayor joined the company, and the members of the local Munitions Committee were also present.

HIS MAJESTY'S SPEECH.
After lunch his Majesty made a short speech, remarking that he was very glad to have the opportunity of meeting the members of the Munitions Committee, and expressing the pleasure with which he had visited the different works. He had not come to criticize, but to show his interest in the country's efforts to meet the heavy demands for the means of carrying on the war. He greatly appreciated the evident zeal and cheerfulness with which the hands were working, not only to maintain the present output, but to increase it. He was confident that this would be done, and there would be but one certain result—victory.

His Majesty left Shropshire Court about 3.30 by special train for Gravelly Hill Station, which is near Eynsham's works. Although the visit was a private one, a large crowd turned out and cheered the King as he passed. His Majesty was also given a cordial reception by the employees of Eynsham's ammunition works, the night shift hands having remained in order to witness his arrival.

Mr. Dudley Docker, chairman of the local Munitions Committee, who travelled with the King in his open motor-car, presented the company who in turn presented various principal officials. His Majesty's tour of the extensive works occupied more than an hour. The King displayed great interest in various processes, and saw about 8,000 persons engaged in the production of cartridges and shells of various descriptions. He was particularly interested with the work of capping cartridge-cases, and also in the bullet shop.

A PHOTOGRAPHIC COVENANT.
Before leaving his Majesty was photographed amongst a group of directors and managers, and expressed great pleasure that he had seen.

Returning to his motor-car, the King and his suite drove through the centre of the city to the works of the Birmingham Small Arms Company where he was received by the chairman of the company, who presented other directors and department heads. His Majesty having inspected a consignment of the National Guard, passed through the various shops where rifles are manufactured, in addition to a great deal of other war material.

The next stage in the Royal progress was to the works of the Metropolitan Carriage and Wagon Company at Salley, where, as already stated, lunch was served. During the luncheon there was a very heavy thunderstorm, accompanied by hail and torrential rain, which flooded the adjacent roads and stopped train and other traffic. His Majesty subsequently visited the works of the Birmingham Metal and Munitions Company, and the Wolsey Works Co.

The King returned to Windsor Castle at 12.15.

KEEP IT HANDY.

IMMEDIATE relief is necessary in cases of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be handy. For sale by all Chemists and Storekeepers.

CANADA'S FINE HEROES.

"AND THERE WAS MUCH GLORY."

Official War Stories.

The official story of the glorious part played by the Canadians in the second battle of Ypres is published from the pen of the Canadian Record Officer. It is a narrative that abounds with thrilling deeds of heroism, both of individuals and battalions.

The writer says of his "bold report" that "now and then I have interpolated some personal anecdote, which may help to show you what triumph and terror and tragedy lie behind the smooth, impersonal, stage directions of this war."

"PERSONAL ANECDOTES."
Some of these "personal anecdotes" are given below. One is of a machine-gun crew which, when it reached the trench, was reduced to Lieutenant Campbell and Private Vincent (a lumberjack from Uxbridge, Ontario), the machine-gun, and the tripod.

In default of a base, Lieutenant Campbell set up the machine on the bank of Private Vincent, and fired continuously. Afterwards, during the retreat, the German bombers entered the trench, and Lieutenant Campbell fell wounded.

Private Vincent then cut away the cartridge belt, and abandoning the tripod dragged the gun away to safety, as it was too hot to handle.

Lieutenant Campbell crawled out of the trench, and was carried into our trench in a dying condition by Company Sergeant-Major Owen. In the woods of Kinlake, "And no man died that night with more glory; yet many died, and there was much glory."

THE METHODIST MINISTER'S SON.
Here is a second tale of heroism:—The supply of bombs ran short, and Private Smith, Southampton, Ontario, son of a Methodist minister, and not much more than nineteen, was almost the only source of replenishment. He was, Mr. Armageddon, a student at the Listowel Armageddon College.

History relates he was singing the trench version of "I wonder how the old folks are at home," when the mine exploded and he was buried.

By the time he had dug himself out he discovered that all his work, including his rifle, had disappeared.

But his business training told him that there was an active demand for bombs for the German trenches, a few yards away. So Private Smith fashioned himself with bombs from dead and wounded bomb-throwers around him, and set out—mainly on all fours—to supply the demand.

He did it five times. His clothes were literally shot into rags and rags, but he himself was untouched in all his hazardous speculation and he explains his escape by saying: "I kept moving."

So through all these bells the spirit of man undaunted and rejoiced indomitable.

CHILDREN ON CYCLES.

European Charged at The Magistracy.

At the Magistracy this morning, R. S. Fenjimin, 1 Barras Terrace, Kowloon, was summoned for riding a cycle to the common danger.

P. C. Delestanty said that on the 26th inst. he saw defendant riding a cycle in Nathan Road. He was carrying an extra passenger—a boy of seven years—sitting on the cross bar. The constable stopped him, and told him that that sort of thing was not allowed. Defendant then became very excited and asked the constable to show him the orders and his authority to stop him in that way. The constable told him that he had no orders, and the defendant then went to the Police Station and reported the constable. For days previous witness had cautioned the defendant who was then carrying two little children on his bicycle.

Replying to Mr. W. C. W. witness said that the defendant had control of the cycle, but if he had turned the corner and got stuck with the traffic he would have lost control. The Magistrate said that on the evidence the defendant did not seem to have been riding to the common danger, but he advised him to be careful. The defendant was charged.

CURADERMA—THE NEW SKIN SPECIFIC

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
YOKOHAMA, NAGASAKI, KANAGAWA, KURE, AND YOKOHAMA	NORE	About 4th Sept.	Freight and Passage.
LONDON & BOMBAY via SARDINIA	Capt. J. T. JEFFERY	10th Sept.	See Special Circular Ports of Call.
YOKOHAMA	NANKIN	About 10th Sept.	Freight and Passage.
LONDON & BOMBAY via NANKIN	Capt. G. MANLEY	About 24th Sept.	Freight and Passage.

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.

S.S. "CHICAGO MARU"	Capt. K. Horikawa	Friday, 3rd Sept., at 3 p.m.
S.S. "CANADA MARU"	Capt. T. Surugan	Monday, 13th Sept., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Bulk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

S.S. "SAIGON MARU"	Capt. N. Kobayashi	Saturday, 4th Sept., at 7 a.m.
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For TAMSUI and KEELUNG via SWATOW AND AMOY.

S.S. "DALIN MARU"	Capt. S. Saito	Monday, 13th Sept., at 3 p.m.
S.S. "KAIJO MARU"	Capt. K. Kikuchi	Monday, 13th Sept., at 3 p.m.

For ANPING AND TAIWAN via SWATOW AND AMOY.

S.S. "SOSEI MARU"	Capt. A. Kobayashi	Wednesday, 1st Sept., at 10 a.m.
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FOR HAIPHONG via HOIHOW.

S.S. "DAIJI MARU"	Capt. T. Konishi	Thursday, 2nd Sept., at 10 a.m.
S.S. "KEIJO MARU"	Capt. T. Konishi	Thursday, 2nd Sept., at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbor Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Second Floor No. 1, Queen's Building.

THE EASTERN &

AUSTRALIAN

STEAMSHIP CO.

LIMITED.

MAIL

SERVICE

TO AUSTRALIA, via MANILA

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
S.S. ALBANS	13th September.	17th Sept., at 11 a.m.
S.S. EMERALD	13th September.	17th Sept., at 11 a.m.
S.S. ALDENHAM	13th September.	17th Sept., at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents

NATAL LINE OF STEAMERS

TAKING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE
Proposed sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
"DUNERA"	31st Aug.	"UMHLOTI"	20th Sept.
"JAPAN"	18th Sept.	"UMKUZU"	End of Oct.

For Freight and further particulars apply to

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HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL. (With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.

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THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	8th Sept.
S.S. DANIC MARU	For Moji, Kobe & Yokohama	11th Sept.
S.S. BIJUN MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	2nd Oct.
S.S. BONNEO MARU	For Moji, Kobe & Yokohama	8th Oct.
S.S. BANBI MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	23rd Oct.
S.S. HOKUTO MARU	For Moji, Kobe & Yokohama	27th Oct.

For Freight or Passage, apply to

DODWELL & CO., LTD., Agents.

SEIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. "CHINA" (via Manila)	Sailing Wed. 1st Sept., at noon
S.S. "MANCHURIA"	Tuesday, 7th Sept., 1 p.m.
S.S. "MONGOLIA"	Thursday, 30th Sept., 1 p.m.
S.S. "PERSIA"	Tuesday, 10th Oct., at noon

These steamers are famous for their modern equipment, comfort, and the speed of the service, which is under the personal supervision of Mr. V. Morani, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent, Telephone No. 141

King's Building (opposite Blake Pier)

For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

TENYO MARU	22,000 tons	Tues., 14th Sept. at Noon.
NIPPON MARU	11,000 tons	Tues., 28th Sept. at Noon.
SHINYO MARU	22,000 tons	Tues., 12th Oct. at Noon.
CHIYO MARU	22,000 tons	Tues., 9th Nov. at Noon.

* Via MANILA, Omikting Shanghai.

First Class to London 271-10. Return (6 months) £150.

" " New York 280. " £98-10.

" " San Francisco 245. " £88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

ANTO MARU	18,500 tons	Friday, 10th Sept. at Noon.
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For full particulars as to Passage and Freight apply to

K. DOI, Acting Agent, KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. SAILING DATES.

MARSEILLES & LONDON. Displacement

Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	SATSUTA MARU	THURSDAY, 9th Sept., at Noon.
	Capt. T. Sato, Tons 6,000	
	YASAKA MARU	THURSDAY, 23rd Sept., at Noon.
	Capt. T. Sato, Tons 21,000	

VICTORIA, B.O. & SEAT. Displacement

Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	SAKI MARU	TUESDAY, 7th Sept., at 4 p.m.
	Capt. Noma, Tons 12,500	
	TAMBA MARU	TUESDAY, 21st Sept., at 4 p.m.
	Capt. Nagasawa, Tons 12,500	

SYDNEY AND MELBOURNE. Displacement

Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU	TUESDAY, 14th Sept., at 4 p.m.
	Capt. Soyeda, Tons 13,500	
	MIKRO MARU	FRIDAY, 15th Oct., at 4 p.m.
	Capt. R. Takeda, Tons 9,600	

SHANGHAI MOJI & KOBE. Displacement

	JINSEN MARU	THURSDAY, 9th Sept., at 10 a.m.
	Capt. T. Sato, Tons 8,000	
	KITANO MARU	THURSDAY, 9th Sept., at 10 a.m.
	Capt. T. Sato, Tons 18,000	

CALCUTTA via SINGAPORE. Displacement

PENANG & RANGOON	TOSA MARU	SATURDAY, 4th Sept., at 10 a.m.
	Capt. Takeda, Tons 10,000	

BOMBAY via SINGAPORE, RANGOON MARU. Displacement

MALACCA AND COLOMBO	RANGOON MARU	MONDAY, 6th Sept., at 10 a.m.
	Capt. Takeda, Tons 8,000	

SHANGHAI, KOBE & Ceylon MARU. Displacement

YOKOHAMA	Ceylon MARU	FRIDAY, 10th Sept., at 10 a.m.
	Capt. Takeda, Tons 8,000	
	MIKRO MARU	SUNDAY, 12th Sept., at 10 a.m.
	Capt. Takeda, Tons 9,600	

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" " Return " 900.	" " Return " 825.
" " 2nd Single " 400.	" " 2nd Single " 360.
" " Return " 600.	" " Return " 550.
To London, Southampton, Liverpool via New York 280. 13s.	
" " via Montreal 280. 3s.	
To Victoria, Vancouver, Seattle, 1st Single " 225.	
" " 1st Return " 237. 10s.	
To Sydney, 1st Single 240.	To Melbourne 1st Single 241.
" " 1st Return 272.	" " 1st Return 273. 10s.
To Yokohama, 1st Return 1150.	To Kobe 1st Return 1155.
" " 2nd " 590.	" " 2nd " 593.

Round-the-World, Yen 1,045.

KUBO MOTO, Manager.

Telephone No. 62.

SHIPPING

CHINA NAVIGATION CO., LD.

(SAILINGS SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL

HOIHOW, PAKHOI & HAIPHONG	Sept. 1, at 9 a.m.
SWATOW & HANGKOK	Sept. 1, at 10 a.m.
SHANGHAI	Sept. 2, at 4 p.m.
WEIHAIWEI & TIENSIN	Sept. 3, at 4 p.m.
SHANGHAI	Sept. 5, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. "LINTAN" and S.S. "HANUL"

* MANILA LINE. Twin Screw Steamers "Chichu", "Taming" & "Tein". Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tein".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui", "Chanan", "Liangchow", "Luchow", "Yingchow" and "Sinking", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

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Telephone No. 58.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL

* WEIHAIWEI & TIENSIN	CHIPSING	THURSDAY, Sept. 2, at Noon.
* SHANGHAI	CHOYSANG	FRIDAY, Sept. 3, at Noon.
* HOIHOW & HAIPHONG	TAKSANG	SATURDAY, Sept. 4, at 8 a.m.
* MANILA	YUENSANG	SATURDAY, Sept. 4, at 3 p.m.
* SINGAPORE	SUISANG	SATURDAY, Sept. 4, at 3 p.m.
* KOBE & MOJI	YATSUNG	FRIDAY, Sept. 10, Daylight.
* MANILA	LOONGSANG	SATURDAY, Sept. 11, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kuzung, Nanking & Tokong leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yuzung, Kuzung, and Sukung leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaochow, Tientsin, Dairen, Weihaiwei.

* Taking Cargo on through Bills of Lading to Kndat, Lahad Datu, Singapore, Tawau, Denkan, Jesselton and Labuan.

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JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals

taking Passengers and Cargo at Current Rates.

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Agents.

TYPHOON SIGNALS

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and notices on the Harbour Office, the Harbour Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai Shih Lok and F. O. Quarters, Lyseum.

A CONE indicates a Typhoon to the North of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

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A CONE indicates a Typhoon to the North-West of the Colony.

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HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A1, A R C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watin's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL AT SPRING TIDES	AREA OF TIDE	SPRINGS	NEAPS
KOWLOON						
No. 1 Dock, Kowloon	700'	100'	10'	70,000	10'	10'
No. 2 Dock, Kowloon	500'	100'	10'	50,000	10'	10'
No. 3 Dock, Kowloon	500'	100'	10'	50,000	10'	10'
Patent Slip No. 1, Kowloon	200'	100'	10'	20,000	10'	10'
Patent Slip No. 2, Kowloon	200'	100'	10'	20,000	10'	10'
TAKOKE-TSUI						
Commonwealth Dock	400'	100'	10'	40,000	10'	10'
AMERDEEN						
Hops Dock	400'	100'	10'	40,000	10'	10'
Lagoon Dock	400'	100'	10'	40,000	10'	10'

Please Address Enquiries to the Chief Manager,
1407 R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

TEAMERS EXPECTED.

The C. P. R. Co.'s s.s. *Montezuma* arrived at Kobe at 4 p.m. on Friday, the 27th August, and left at 10 a.m. on Saturday, the 28th Aug., due to arrive at Hong Kong at 5 a.m. on Sunday, the 29th August.

The P. & O. S. S. Co.'s s.s. *Manchuria* will arrive from Shanghai on the 31st August, making her due to arrive at Hong Kong on Thursday, the 2nd September, at noon.

The P. & O. S. S. Co.'s s.s. *Manchuria* will arrive from Shanghai on the 31st August, making her due to arrive at Hong Kong on Thursday, the 2nd September, at noon.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

AUGUST 31, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vicenza	7 a.m.	29.91	82	82	1	1	1
Nemuro	7 a.m.	29.89	82	82	1	1	1
Hakodate	7 a.m.	29.88	82	82	1	1	1
Yokohama	7 a.m.	29.87	82	82	1	1	1
Kobe	7 a.m.	29.86	82	82	1	1	1
Nagasaki	7 a.m.	29.85	82	82	1	1	1
Kyushu	7 a.m.	29.84	82	82	1	1	1
Okinawa	7 a.m.	29.83	82	82	1	1	1
Formosa	7 a.m.	29.82	82	82	1	1	1
Philippines	7 a.m.	29.81	82	82	1	1	1
Java	7 a.m.	29.80	82	82	1	1	1
Siam	7 a.m.	29.79	82	82	1	1	1
India	7 a.m.	29.78	82	82	1	1	1
China	7 a.m.	29.77	82	82	1	1	1
Japan	7 a.m.	29.76	82	82	1	1	1
Korea	7 a.m.	29.75	82	82	1	1	1
Manchuria	7 a.m.	29.74	82	82	1	1	1
Amoy	7 a.m.	29.73	82	82	1	1	1
Swatow	7 a.m.	29.72	82	82	1	1	1
Shanghai	7 a.m.	29.71	82	82	1	1	1
Hangchow	7 a.m.	29.70	82	82	1	1	1
Soochow	7 a.m.	29.69	82	82	1	1	1
Woochow	7 a.m.	29.68	82	82	1	1	1
Hangchow	7 a.m.	29.67	82	82	1	1	1
Soochow	7 a.m.	29.66	82	82	1	1	1
Woochow	7 a.m.	29.65	82	82	1	1	1
Hangchow	7 a.m.	29.64	82	82	1	1	1
Soochow	7 a.m.	29.63	82	82	1	1	1
Woochow	7 a.m.	29.62	82	82	1	1	1
Hangchow	7 a.m.	29.61	82	82	1	1	1
Soochow	7 a.m.	29.60	82	82	1	1	1
Woochow	7 a.m.	29.59	82	82	1	1	1
Hangchow	7 a.m.	29.58	82	82	1	1	1
Soochow	7 a.m.	29.57	82	82	1	1	1
Woochow	7 a.m.	29.56	82	82	1	1	1
Hangchow	7 a.m.	29.55	82	82	1	1	1
Soochow	7 a.m.	29.54	82	82	1	1	1
Woochow	7 a.m.	29.53	82	82	1	1	1
Hangchow	7 a.m.	29.52	82	82	1	1	1
Soochow	7 a.m.	29.51	82	82	1	1	1
Woochow	7 a.m.	29.50	82	82	1	1	1
Hangchow	7 a.m.	29.49	82	82	1	1	1
Soochow	7 a.m.	29.48	82	82	1	1	1
Woochow	7 a.m.	29.47	82	82	1	1	1
Hangchow	7 a.m.	29.46	82	82	1	1	1
Soochow	7 a.m.	29.45	82	82	1	1	1
Woochow	7 a.m.	29.44	82	82	1	1	1
Hangchow	7 a.m.	29.43	82	82	1	1	1
Soochow	7 a.m.	29.42	82	82	1	1	1
Woochow	7 a.m.	29.41	82	82	1	1	1
Hangchow	7 a.m.	29.40	82	82	1	1	1
Soochow	7 a.m.	29.39	82	82	1	1	1
Woochow	7 a.m.	29.38	82	82	1	1	1
Hangchow	7 a.m.	29.37	82	82	1	1	1
Soochow	7 a.m.	29.36	82	82	1	1	1
Woochow	7 a.m.	29.35	82	82	1	1	1
Hangchow	7 a.m.	29.34	82	82	1	1	1
Soochow	7 a.m.	29.33	82	82	1	1	1
Woochow	7 a.m.	29.32	82	82	1	1	1
Hangchow	7 a.m.	29.31	82	82	1	1	1
Soochow	7 a.m.	29.30	82	82	1	1	1
Woochow	7 a.m.	29.29	82	82	1	1	1
Hangchow	7 a.m.	29.28	82	82	1	1	1
Soochow	7 a.m.	29.27	82	82	1	1	1
Woochow	7 a.m.	29.26	82	82	1	1	1
Hangchow	7 a.m.	29.25	82	82	1	1	1
Soochow	7 a.m.	29.24	82	82	1	1	1
Woochow	7 a.m.	29.23	82	82	1	1	1
Hangchow	7 a.m.	29.22	82	82	1	1	1
Soochow	7 a.m.	29.21	82	82	1	1	1
Woochow	7 a.m.	29.20	82	82	1	1	1
Hangchow	7 a.m.	29.19	82	82	1	1	1
Soochow	7 a.m.	29.18	82	82	1	1	1
Woochow	7 a.m.	29.17	82	82	1	1	1
Hangchow	7 a.m.	29.16	82	82	1	1	1
Soochow	7 a.m.	29.15	82	82	1	1	1
Woochow	7 a.m.	29.14	82	82	1	1	1
Hangchow	7 a.m.	29.13	82	82	1	1	1
Soochow	7 a.m.	29.12	82	82	1	1	1
Woochow	7 a.m.	29.11	82	82	1	1	1
Hangchow	7 a.m.	29.10	82	82	1	1	1
Soochow	7 a.m.	29.09	82	82	1	1	1
Woochow	7 a.m.	29.08	82	82	1	1	1
Hangchow	7 a.m.	29.07	82	82	1	1	1
Soochow	7 a.m.	29.06	82	82	1	1	1
Woochow	7 a.m.	29.05	82	82	1	1	1
Hangchow	7 a.m.	29.04	82	82	1	1	1
Soochow	7 a.m.	29.03	82	82	1	1	1
Woochow	7 a.m.	29.02	82	82	1	1	1
Hangchow	7 a.m.	29.01	82	82	1	1	1
Soochow	7 a.m.	29.00	82	82	1	1	1
Woochow	7 a.m.	28.99	82	82	1	1	1
Hangchow	7 a.m.	28.98	82	82	1	1	1
Soochow	7 a.m.	28.97	82	82	1	1	1
Woochow	7 a.m.	28.96	82	82	1	1	1
Hangchow	7 a.m.	28.95	82	82	1	1	1
Soochow	7 a.m.	28.94	82	82	1	1	1
Woochow	7 a.m.	28.93	82	82	1	1	1
Hangchow	7 a.m.	28.92	82	82	1	1	1
Soochow	7 a.m.	28.91	82	82	1	1	1
Woochow	7 a.m.	28.90	82	82	1	1	1
Hangchow	7 a.m.	28.89	82	82	1	1	1
Soochow	7 a.m.	28.88	82	82	1	1	1
Woochow	7 a.m.	28.87	82	82	1	1	1
Hangchow	7 a.m.	28.86	82	82	1	1	1
Soochow	7 a.m.	28.85	82	82	1	1	1
Woochow	7 a.m.	28.84	82	82	1	1	1
Hangchow	7 a.m.	28.83	82	82	1	1	1
Soochow	7 a.m.	28.82	82	82	1	1	1
Woochow	7 a.m.	28.81	82	82	1	1	1
Hangchow	7 a.m.	28.80	82	82	1	1	1
Soochow	7 a.m.	28.79	82	82	1	1	1
Woochow	7 a.m.	28.78	82	82	1	1	1
Hangchow	7 a.m.	28.77	82	82	1	1	1
Soochow	7 a.m.	28.76	82	82	1	1	1
Woochow	7 a.m.	28.75	82	82	1	1	1
Hangchow	7 a.m.	28.74	82	82	1	1	1
Soochow	7 a.m.	28.73	82	82	1	1	1
Woochow	7 a.m.	28.72	82	82	1	1	1
Hangchow	7 a.m.	28.71	82	82	1	1	1
Soochow	7 a.m.	28.70	82	82	1	1	1
Woochow	7 a.m.	28.69	82	82	1	1	1
Hangchow	7 a.m.	28.68	82	82	1	1	1
Soochow	7 a.m.	28.67	82	82	1	1	1
Woochow	7 a.m.	28.66	82	82	1	1	1
Hangchow	7 a.m.	28.65	82	82	1	1	1
Soochow	7 a.m.	28.64	82	82	1	1	1
Woochow	7 a.m.	28.63	82	82	1	1	1
Hangchow	7 a.m.	28.62	82	82	1	1	1
Soochow	7 a.m.	28.61	82	82	1	1	1
Woochow	7 a.m.	28.60	82	82	1	1	1
Hangchow	7 a.m.	28.59	82	82	1	1	1
Soochow	7 a.m.	28.58	82	82	1	1	1
Woochow	7 a.m.	28.57	82	82	1	1	1
Hangchow	7 a.m.	28.56	82	82	1	1	1
Soochow	7 a.m.	28.55	82	82	1	1	1
Woochow	7 a.m.	28.54	82	82	1	1	1
Hangchow	7 a.m.	28.53	82	82	1	1	1
Soochow	7 a.m.	28.52	82	82	1	1	1
Woochow	7 a.m.	28.51	82	82	1	1	1
Hangchow	7 a.m.	28.50	82	82	1	1	1
Soochow	7 a.m.	28.49	82	82	1	1	1
Woochow	7 a.m.	28.48	82	82	1	1	1
Hangchow	7 a.m.	28.47	82	82	1	1	1
Soochow	7 a.m.	28.46	82	82	1	1	1
Woochow	7 a.m.	28.45	82	82	1	1	1
Hangchow	7 a.m.	28.44	82	82	1	1	1
Soochow	7 a.m.	28.43	82	82	1	1	1
Woochow	7 a.m.	28.42	82	82	1	1	1
Hangchow	7 a.m.	28.41	82	82	1	1	1
Soochow	7 a.m.	28.40	82	82	1	1	1
Woochow	7 a.m.	28.39	82	82	1	1	1
Hangchow	7 a.m.	28.38	82	82	1	1	1
Soochow	7 a.m.	28.37	82	82	1	1	1
Woochow	7 a.m.	28.36	82	82	1	1	1
Hangchow	7 a.m.	28.35	82	82	1	1	1
Soochow	7 a.m.	28.34	82	82	1	1	1
Woochow	7 a.m.	28.33	82	82	1	1	1
Hangchow	7 a.m.	28.32	82	82	1	1	1
Soochow	7 a.m.	28.31	82	82	1	1	1
Woochow	7 a.m.	28.30	82	82	1	1	1
Hangchow	7 a.m.	28.29	82	82	1	1	1
Soochow	7 a.m.	28.28	82	82	1	1	1
Woochow	7 a.m.	28.27	82	82	1	1	1
Hangchow	7 a.m.	28.26	82	82	1	1	1
Soochow	7 a.m.	28.25	82	82	1	1	1
Woochow	7 a.m.	28.24	82	82	1	1	1
Hangchow	7 a.m.	28.23	82	82	1	1	1
Soochow	7 a.m.	28.22	82	82	1	1	1
Woochow	7 a.m.	28.21	82	82	1	1	1
Hangchow	7 a.m.	28.20	82	82	1	1	1
Soochow	7 a.m.	28.19	82	82	1	1	1
Woochow	7 a.m.	28.18	82	82	1	1	1
Hangchow	7 a.m.	28.17	82	82	1	1	1
Soochow	7 a.m.	28.16	82	82	1	1	1
Woochow	7 a.m.	28.15	82	82	1	1	1
Hangchow	7 a.m.	28.14	82	82	1	1	1
Soochow	7 a.m.	28.13	82	82	1	1	1
Woochow	7 a.m.	28.12	82	82	1	1	1
Hangchow	7 a.m.	28.11	82	82	1	1	1
Soochow	7 a.m.	28.10	82	82	1	1	1
Woochow	7 a.m.	28.09	82	82	1	1	1
Hangchow	7 a.m.	28.08	82	82	1	1	1
Soochow	7 a.m.	28.07	82	82	1	1	1
Woochow	7 a.m.	28.06	82	82	1	1	1
Hangchow	7 a.m.	28.05	82	82	1	1	1
Soochow	7 a.m.	28.04	82	82	1	1	1
Woochow	7 a.m.	28.03	82	82	1	1	1
Hangchow	7 a.m.	28.02	82	82	1	1	1
Soochow	7 a.m.	28.01	82	82	1	1	1
Woochow	7 a.m.	28.00	82	82	1	1	1
Hangchow	7 a.m.	27.99	82	82	1	1	1
Soochow	7 a.m.	27.98	82	82	1	1	1
Woochow	7 a.m.	27.97	82	82	1	1	1
Hangchow	7 a.m.	27.96	82	82	1	1	1
Soochow	7 a.m.	27.95	82	82	1	1	1
Woochow	7 a.m.	27.94	82	82	1	1	1
Hangchow	7 a.m.	27.93	82	82	1	1	1
Soochow	7 a.m.	27.92	82	82	1	1	1
Woochow	7 a.m.	27.91	82	82	1	1	1
Hangchow	7 a.m.	27.90	82	82	1	1	1
Soochow							